

HPMPO P 4.0 Prioritization Process

The High Point Urban Area Metropolitan Planning Organization (HPMPO) has developed the following project ranking methodology to prioritize projects in the HPMPO in order to be scored using the Strategic Mobility Formula and the SPOT prioritization process. Project scores and rankings will be available on the High Point MPO website at www.highpointnc.gov/hpmo/project_prioritization_process.cfm

Background

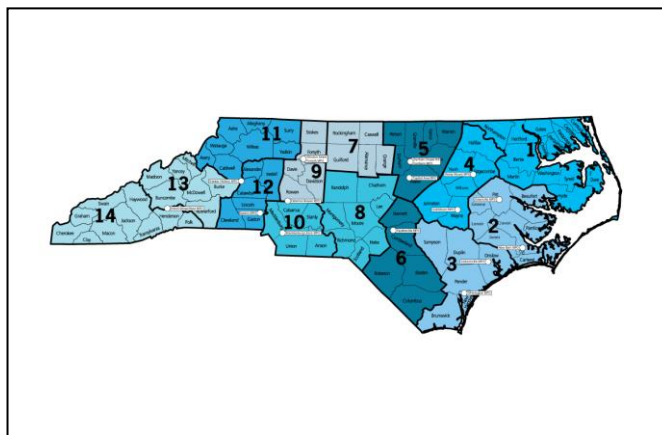
Prioritization 4.0, the primary input for the FY 2018-2027 Transportation Improvement Program (STIP), is a multi-modal process that evaluates highway, aviation, transit, bicycle, pedestrian, and rail project needs. Prioritization 4.0 will cover newly submitted project needs as well as projects that were submitted under Prioritization 3.0 but which were unfunded or funded in FY 2021 or later.

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process must be approved by the NCDOT to ensure compliance with the legislative intent of the mandate. The process will apply to all projects ranked by the MPO that fall in the “regional” and “division” levels.

Regional Level

Projects of regional significance will receive 30% of the available revenue. Projects on this level compete within specific regions made up of two NCDOT Transportation Divisions. This map shows these regions. For example, Divisions 7 and 9 are paired together to form a single region, and Divisions 8 and 10 are paired together to form a single region.

NCDOT will select applicable projects for funding using two weighted factors. Data will comprise 70% of the decision-making process and local rankings by area planning organizations and the NCDOT Transportation Divisions will round out the remaining 30% at this level.



Division Level

Projects that address local concerns such as safety, congestion and connectivity will receive 30% of the available revenue, shared equally over NCDOT’s 14 Transportation Divisions. The department will choose projects based 50% on data and 50% on local rankings.

Public Input

The HPMPO plans to release the Draft ranking criteria and priority list for a 30 day public review and comment period from April 1, 2016 until May 10, 2016. Information will be available on the HPMPO website and the comment and review period will be advertised in all local newspapers as well as local access public television. Any comments received during this period will be presented to the TAC for their consideration before approving the final priority list of projects for the HPMPO.

Local input points to projects will be assigned to the approved priority project list according to this approved point assignment process. Any comments received during the public review and comment period will be considered before the TAC approves the final project list and input point assignments. Any changes to the schedule will be posted on the MPO website. Below are key dates in the prioritization process.

- **March 22, 2016** – TAC Dot Vote Exercise following the TAC Meeting
- **March 22, 2016** – Release Draft ranking criteria, priority project list, and local input point assignment for public review and comment period
- **April 1, 2016** – Regional Impact Local Input Points window opens
- **May 24, 2016** - Transportation Advisory Committee Meeting - review public comments – approve final ranking criteria, priority list, and local input points assignment
- **May 31, 2016** – Regional Impact Local Input Point window closes
- **August 1, 2016** – Division Needs Local Input Point window opens
- **September 30, 2016** – Division Needs Local Input Point window closes
- **October 2016** – Final P4.0 Scores released

Project Modes

NCDOT requires that each MPO rank all modes of transportation including highway, bike, pedestrian, public transportation, ferry, rail, and aviation. The HPMPO will use a two part ranking process on a 100 point scale to rank highway, bike and pedestrian, public transportation, rail, and aviation.

Part one of the process will use the scores of four criterion from the Strategic Prioritization Office for each mode. This score will count 60 percent of the HPMPO score. The second part of the

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process is a dot vote exercise by the TAC on projects within the HPMPO. This score will count as 40 percent of the total score. More information on the dot voting exercise is provided below.

HIGHWAY PROJECTS

For highway projects, part one of the ranking process will consist of four ranking criteria, Congestion, Safety, Accessibility, and Freight. The HPMPO will use the score developed by Strategic Prioritization Office with NCDOT for each ranking criteria. Each criterion is weighted depending on its importance to the HPMPO and will count as 60 percent for part one of the ranking process. These four criterion are defined in more detail below.

Congestion – 20%

- Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway.

Safety – 20%

- Measurement of the number, severity, and frequency of crashes along the roadway.

Accessibility – 10%

- Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.

Freight – 10%

- Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.

AVIATION PROJECTS

For aviation projects, part one of the ranking process will consist of four ranking criteria, the North Carolina Division of Aviation (NCDOA) Project Rating, the Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) rating, Non-State Contribution Index, and Benefit/Cost. The HPMPO will use the score developed by Strategic Prioritization Office with NCDOT for each ranking criteria. Each criterion is weighted depending on its importance to the HPMPO and will count as 60 percent for part one of the ranking process. The four criterion used for aviation projects are defined in more detail below.

NCDOA Project Rating – 30%

- Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.

FAA ACIP Rating – 12%

- Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).

Non-State Contribution Index – 12%

- Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).

Benefit/Cost – 6%

- Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.

BIKE AND PEDESTRIAN PROJECTS

For bike and pedestrian projects, part one of the ranking process will consist of four ranking criteria, Safety, Access, Demand, and Connectivity. The HPMPO will use the score developed by Strategic Prioritization Office with NCDOT for each ranking criteria. Each criterion is weighted depending on its importance to the HPMPO and will count as 60 percent for part one of the ranking process. The four criterion used for aviation projects are defined in more detail below.

Safety – 20%

- Measurement of number of bicycle and/or pedestrian crashes, speed limit, and safety benefits to determine adequacy of safety for users of the project.

Access – 15%

- Measurement of the quantity and significance of destinations associated with the project as well as the distance to the primary destination. Measures benefit to the community as a result of constructing the project.

Demand – 15%

- Measurement of the density of population and employment within a walkable or bike-able distance of the project. Measures user benefit as a result of constructing the project.

Connectivity – 10%

- Measurement of the degree of bike/ped separation from the roadway, ADA compliance, and connectivity to a similar or better project type.

PUBLIC TRANSIT PROJECTS

For public transit projects, part one of the ranking process will consist of four ranking criteria, Impact/Age, Cost Effectiveness, Market Share, Ridership Growth. The HPMPO will use the score developed by Strategic Prioritization Office with NCDOT for each ranking criteria. Each criterion is weighted depending on its importance to the HPMPO and will count as 60 percent for part one of the ranking process. The four criterion used for aviation projects are defined in more detail below.

Impact/Age – 20%

- Measurement of the existing and additional capacity compared to the existing capacity.
or
- Age of the facility divided by 45 years (considered the useful life).

Cost Effectiveness – 20%

- Measurement of existing annual passenger trips compared to the cost of the project to the state.

Market Share – 10%

- Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.

Ridership Growth – 10%

- Growth trend of ridership over the past 5 years.

RAIL PROJECTS

For rail projects, part one of the ranking process will consist of four ranking criteria, Cost Effectiveness, System Health, Safety and Suitability, and Project Support. The HPMPO will use the score developed by Strategic Prioritization Office with NCDOT for each ranking criteria. Each criterion is weighted depending on its importance to the HPMPO and will count as 60 percent for part one of the ranking process. The four criterion used for aviation projects are defined in more detail below.

Cost Effectiveness – 20%

- Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region.

System Health – 15%

- Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density.

Safety and Suitability – 15%

- Measurement of potentially hazardous rail crossings.

Project Support – 10%

- Measurement of outside contributions to the project compared to the cost of the project to the state.

HPMPO qualitative dot voting procedure

Once staff completes part one of the ranking process as detailed above, project lists for each mode will be presented to the TAC for part two of the ranking process. The TAC can decide to approve the submitted priority list of projects, or rearrange the list based on one of several qualitative factors including public input, compatibility with local or regional adopted plans, constructability, additional project funding sources, and project history. These qualitative factors are defined below:

- **Public Input** – Public opinion of the project is positive.
- **Compatibility** with local or regional adopted plans – The project is in agreement with locally or regionally adopted planning documents.
- **Constructability** – the ease and efficiency in which a project can be constructed.
- **Additional project funding** – Other funding sources are available to help reduce the overall cost of the project.
- **Project History** – The project has been on the adopted Metropolitan Transportation Plan (MTP) or the Comprehensive Transportation Plan (CTP) of the HPMPO for 10 years or longer.

Before the dot voting process begins staff will give each voting TAC member a dot voting worksheet. This worksheet is included below. The TAC member will identify which projects they

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TAC DOT VOTE RANK	SCORE ON A 100 POINT SCALE	POINTS
1	100	40.0
2	97	38.8
3	94	37.6
4	91	36.4
5	88	35.2
6	85	34.0
7	82	32.8
8	79	31.6
9	76	30.4
10	73	29.2
11	70	28.0
12	67	26.8
13	64	25.6
14	61	24.4
15	58	23.2
16	55	22.0
17	52	20.8
18	49	19.6
19	46	18.4
20	43	17.2
21	40	16.0
22	37	14.8
23	34	13.6
24	31	12.4
25	28	11.2
26	25	10.0
27	22	8.8
28	19	7.6
29	16	6.4
30	13	5.2
31	12	4.8
32	10	4.0
33	8	3.2
34	6	2.4
35	4	1.6
36	2	0.8

intend to vote for and the justification for assigning votes to that project. Once all TAC members vote, the worksheets will be turned in and kept as a record of that TAC members vote.

Each mode will be voted on separately. Each voting member will be given 10 dots for each mode. Each member may vote for as many projects as they wish, however, they shall only place a maximum of five dots on any one project. Once the dot voting process is complete, staff will calculate the number of dots assigned to each project and develop a ranked project list by number of dots on each project. The table to the left demonstrates how the voting process points will be assigned. The project with the highest number of dots and therefore the highest ranking will receive a score of 100. The project with the next highest amount of dots will receive a score of 97. This will continue for each subsequent project until there are no additional points to be awarded. If there is a tie in the number of dots allocated to multiple projects then the project with the highest ranking from part one of the ranking process will get the higher amount of points. Part two of the ranking process will count 40 percent of the total score.

Local Input Points Assignment

Statewide projects receive 0 local input point because those projects are prioritized entirely at the state level, however if a statewide project does

not get funded at that category it can fall into the Regional category and potentially Division Needs

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category and be eligible for local input points. The HPMPO has 1600 local input points to allocate to Regional category projects and 1600 local input point to allocate to Division category projects.

The maximum number of points that can be allocated to any one project is 100. Local Input Points will be allocated according to the table below. Any remaining Local Input Points will be distributed by HPMPO Staff. Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website.

Mode	Number of Projects	Percent
Highway	34	71
Aviation	1	2
Transit	1	2
Bike/Ped	7	15
Rail	5	10
TOTAL	48	100

The HPMPO is located in a portion of four counties and three NCDOT Divisions, as well as adjacent to three MPOs, and two RPOs. It is essential that coordination meetings between the HPMPO, Divisions 7, 8, 9, the Winston-Salem MPO, the Greensboro MPO, the Cabarrus Rowan MPO, the Piedmont Triad RPO, and the NW Piedmont RPO take place to ensure projects receive the maximum amount of local input points possible.

SPOT 4.0 HPMPO TAC Dot Vote Worksheet

TAC
Member_____Jurisdiction_____

In order for TAC member to vote for a project, they must justify their reasoning for that vote from one of the following criteria: Public Input (PI), Compatibility with local or regional plans (CLRP), Constructability (C), Additional Funding Sources (AF), and Project History - on the CTP or MTP (H).

Each voting member will have 10 dots. Each member can vote for as many projects as they like, however, they may only place a maximum of five dots on any one project.

MAP #	SPOT ID	PROJECT CATEGORY	TIP #	ROUTE NAME	FROM	TO	PROJECT DESCRIPTION	ESTIMATED TOTAL PROJECT COST	DIV	TAC MEMBER DOT VOTES					JUSTIFICATION			
															P I	CLRP	C	AF
H28	H090051-B	Statewide Mobility		I-40 Bus (US 421) in Forsyth and Guilford Counties	SR 2662 (Linville Road) in Forsyth County	West of SR 1850 (Sandy Ridge Road) in Guilford County	Section B: SR 2662 (Linville Road) in Forsyth County to West of SR 1850 (Sandy Ridge Road) in Guilford County.	\$21,072,000	7,9									
H10	H090061-B	Statewide Mobility	R-2220B	US 64 in Davidson County	East of I-85 Business in Lexington	NC 109	Widen to Multi-Lanes.	\$51,492,000	9									
H25	H090061-CA	Statewide Mobility	R-2220CA	US 64 in Davidson County	NC 109	Randolph County Line	Widen to Multi-Lanes.	\$30,436,000	9									
H3	H090078-AB	Regional Impact		NC 8 in Davidson County	SR 2504 (Hunt Road)	SR 2412 (Rothrock Road)	Widen to Multi-Lanes, Part on New Location	\$69,592,000	9									
H4	H090078-BA	Regional Impact		NC 8 (Cotton Grove Road) in Davidson County	SR 2412 (Rothrock Road)	SR 1115 (Wrenn Road)	Widen to Multi-Lanes, Part on New Location	\$37,039,000	9									
H8	H090138-CA	Regional Impact	R-2568C	NC 109 in Davidson County	North of SR 1756 (Old Greensboro Road)	North of Motsinger Road	Widen to Multi-Lanes with Bypass of Wallburg, Part on New Location	\$84,131,000	9									
H29	H090241-B	Regional Impact	R-3602B	US 64 in Davidson County	Davie County Line	US 52 in Lexington	US 601 South of Mocksville to US 52 in Lexington. Widen to Multi-Lanes and Upgrade interchange at US 52. Section B: US 64 from Davie County Line to US 52 in Lexington.	\$58,975,000	9									
H9	H090294	Regional Impact	R-4734	NC 109 in Davidson County	I-85 in Thomasville	NC 47 in Denton	Widen to Multi-Lanes. Sidewalks within Denton town Limits.	\$133,435,000	9									
H20	H090341	Regional Impact	U-2545	Westside Bypass in Lexington	I-85 Business/ US 29/52/70	SR 2212 (Fairview Road)	Construct Multi-Lanes on New Location	\$60,759,000	9									
H22	H090406	Division Needs	U-3432	Surrett Drive (SR 1595/1216) in High Point	Eden Terrace	Market Center Drive	Eden Terrace to Market Center Drive. Widen to Multi-Lanes.	\$14,076,000	7									

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H36	H090407	Regional Impact	U-3433	East Fairfield Road (NC 610) in High Point	S. Main Street (High Point)	NC 62 (Liberty Street)	Widen to Multi-Lanes.	\$28,408,000	7							
H24	H090431-A	Division Needs	U-3615A	Skeet Club Road (SR 1003/1820) in High Point	US 311/N Main St.	East of SR 1818 (Johnson Street)	Widen to Multi-Lanes	\$24,094,000	7							
H31	H090469	Division Needs	U-4420	Turner St./Liberty St. (SR 2165/2055) in Thomasville	NC 62 (Cloniger Street)	SR 2123 (National Highway)	NC 62 (Cloniger Street) to SR 2123 (National Highway). Widen to Multi-Lanes.	\$37,362,000	9							
H19	H090528-A	Regional Impact	U-5311A	NC 109 in Thomasville	SR 2067 (Lambeth Road)	NC 62 (Cloniger Drive)	Widen to Multi-Lanes, Part on New Location	\$19,550,000	9							
H30	H090528-B	Regional Impact	U-5311B	NC 109 in Thomasville	NC 62 (Cloniger Drive)	SR 2123 (Main Street)	Widen to Multi-Lanes, Part on New Location	\$24,995,000	9							
H32	H090528-C	Regional Impact	U-5311C	NC 109 in Thomasville	SR 2123 (Main Street)	I-85 Business/ US 29/US 70	Widen to Multi-Lanes, Part on New Location	\$27,346,000	9							
H17	H090602	Regional Impact		I-85 Bus Interchange in High Point	S. Main Street in High Point		Reconstruct the Existing Obsolete interchange of I-85 Business and Main Street. Bridge Is Structurally Deficient.	\$10,912,000	7							
H27	H090604	Regional Impact		High Point Airport Connector in Guilford County	NC 66 /N Main St./ High Point Road	Johnson Street / Sandy Ridge Road	Construct Multi-Lane Facility, part on new location (FS-0707B)	\$54,324,000	7,9							
H33	H090605-A	Statewide Mobility		I-40 in Forsyth and Guilford Counties	US 311	I-40 Business/ US 421	Widen interstate from 4 Lanes to Six Lanes Between US 311 and I-40 Bus./US 421.	\$138,771,000	7,9							
H26	H090605-B	Statewide Mobility		I-40 Interchange in Guilford County	Macy Grove Road		Convert Macy Grove Road Grade Separation to Interchange to Relieve I-40/NC 66 interchange	\$12,740,000	7							
H12	H090607-A	Regional Impact		NC 62 in Trinity and Archdale	Rockford Drive west of Archdale	East Fairfield Drive	Widen NC 62 to a Multi-Lane Divided Facility with Sidewalks on Both Sides.	\$40,399,000	7,8							
H13	H090607-B	Regional Impact		NC 62 in Archdale	East Fairfield Drive	I-74	Widen NC 62 to a Multi-Lane Divided Facility with Sidewalks on Both Sides.	\$30,030,000	7							
H18	H090607-C	Regional Impact		NC 62 in Archdale	Weant Road	Kersey Valley Road	Improve interchange area including realignments of Weant Road and Kersey Valley Road	\$11,394,000	7							
H23	H090608	Division Needs		I-85 Interchange in Guilford County	Kivett Drive		New interchange of I-85 and Kivett Drive	\$6,386,000	7							
H35	H090609	Division Needs		Piedmont Parkway Extension in High Point	NC 68	SR 1850 (Sandy Ridge Road)	Construct Multi-Lane facility with sidewalks and bike lanes, part on new location	\$41,267,000	7							
H14	H090610	Division Needs		Kivett Drive in Guilford County	I-85	I-85 Business/ US 29/US 70	Widen Kivett Drive Between I-85 Business and I-85	\$32,078,000	7							

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H21	H090740	Regional Impact		NC 109 in Davidson County	NC 24/27	NC 47	NC 24/27 in Troy to NC 47 in Denton. Widen Existing Two-Lane Cross Section; Improve Shoulders; Add Turn Lanes at Traffic Generators; Improve Signalization. Provide Bicycle Accomodation	\$22,573,000	8,9							
H1	H090970-A	Regional Impact		NC 150 in Davidson County	SR 1493 Frye Bridge/Welcome Arcadia Road	US 64	SR 1493 (Frye Bridge Rd /Welcomearcadia Rd) to US 64. Widen to Multi-Lanes. Add to Stip.	\$121,481,000	9							
H34	H111157	Regional Impact		I-85 Bus in Lexington	US 64		Re-Construct interchange at intersection of I-85 Business/US 29/70 & US 64 East of Lexington	\$34,410,000	9							
H15	H141847	Division Needs	U-5855	Montlieu Avenue in High Point	Interstate 74	University Parkway	Widen roadway to accommodate a two lane median divided facility with bike lanes and sidewalks on both sides	\$13,958,000	7							
H5	H150302	Division Needs		W. Lexington Avenue in High Point	Kensington Drive	High Point City Limits just east of Pinewood Lane	Widen the existing road way to a three lane facility with bike lanes and sidewalks on both sides.	\$9,612,000	7,9							
H2	H150360	Division Needs		E. Lexington Ave. in High Point	Montlieu Ave.	Main St.	Widen roadway to accommodate a two lane median divided facility with bike lanes and sidewalks on both sides	\$25,923,000	7							
H6	H150361	Division Needs		Triangle Lake Rd. in High Point	Hickory Chapel Rd.	Central Ave.	Widen existing Triangle Lake Rd. to three lane curb and gutter facility with sidewalk on both sides.	\$11,618,000	7							
H7	H150362	Regional Impact		Eastchester Dr (NC 68) in High Point	Hickwood Rd	Gallimore Dairy Rd	Upgrade existing NC-68 to superstreet	\$32,708,000	7							
A1	A151104	Division Needs		Davidson County Airport Runway Rehabilitation and Strengthening			Upgrade and strengthen the existing runway due to excessive cracking on the airfield and an increase of the number of requests for large private aircraft for landings. In 2016 the pavement will be 17 years old and in need of rehab.	\$3,616,000	9							
BP3	B150310	Division Needs		Eastchester Drive in High Point	Johnson Street	Hartley Drive	Construct a 5-foot concrete sidewalk	\$142,200	7							
BP4	B150365	Division Needs		Eastchester Drive in High Point	Centennial Street	Lassiter Drive	Construct a 5-foot concrete sidewalk	\$125,120	7							
BP7	B150369	Division Needs		University Parkway in High Point	East Green Drive	Dr ML King Jr Drive	Construct a 5-foot concrete sidewalk	\$128,600	7							
BP6	B150370	Division Needs		West Wendover Avenue in High Point	NC-68 Eastchester Drive	Gibson Park Entrance	Construct a 5-foot concrete sidewalk	\$212,440	7							

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BP5	B150374	Division Needs		Johnson Street in High Point	Parris Avenue	Hartley Drive	Construct a 5-foot concrete sidewalk	\$142,000	7								
BP2	B150901	Division Needs		Main Street / Penny Road in Jamestown	Existing Sidewalk on Main Street	Park Access on Penny Road	Construct a 5-foot concrete sidewalk and concrete curb and gutter on the north side of Main Street and the east side of Penny Road.	\$500,000	7								
BP1	B151047	Division Needs		Oakdale Road in Jamestown	Chimney Court	Jamestown Oaks	Construct a 5-foot concrete sidewalk on the east side of Oakdale Road	\$216,000	7								
R5	R140003	Statewide Mobility		Norfolk Southern Main in Jamestown			Jamestown siding extension to allow the local train to clear the mainline during switching operations.		7								
R2	R140010	Statewide Mobility		Norfolk Southern Main in Lexington			Kimberly Clark lead in Lexington, Davidson County. Allows the local train to clear the mainline track during switching operations, increasing network fluidity for freight & passenger traffic.	\$2,000,000	9								
R3	R150375	Regional Impact		Yadkin Valley Station in Lexington			Construct a new passenger station in Lexington and passenger platforms	\$30,000,000	9								
R4	R150855	Division Needs		Turner Street/Liberty Street in Thomasville			Provide a grade separation between the existing rail line and Turner Street / Liberty Street at the existing at grade rail crossing	\$34,500,000	9								
R1	R150903	Division Needs		East 7th Avenue in Lexington			Construct a grade separation of the rail line and E. 7th Avenue	\$5,000,000	9								
T1	T150904	Regional Impact		716-718 W. Kivett Drive in High Point			Upgrade approximately 3,000 square feet of an existing 6,000 square foot building. The renovations will allow the para-transit division of the transit system to be in its own facility complete with offices for the supervisor and the para-transit services coordinator. The facility will also include space to allow for in-person interviews and functional assessments for ADA para-transit eligibility.	\$300,000	7								

